

INFORMATION REPORT

CD NO.

DATE DISTR. 28 Feb. 1954

NO. OF PAGES 3

NO. OF ENCLS. 1 (2 pages)
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 25X1X

COUNTRY USSR (Estonian SSR)

SUBJECT Naval Harbor and Navy Shipyard Korskoi Zavod
in Tallinn 25X1A

PLACE
ACQUIRED

DATE OF
INFO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION 25X1

1. The naval harbor lies on the NW edge of Tallinn (59°22'N/24°44'E) and is bounded on the southwest and southeast by the Morskoi Zavod shipyard. The harbor is a large artificial basin, about 500 meters wide, which is protected by three moles. These as well as other harbor installations were thoroughly destroyed by retreating German forces. However, immediately after the Russians captured the city, the harbor was reconditioned. Repair work was still under way on certain destroyed parts in February 1949. Work was mainly done by Estonians guarded by Russians.
2. The western mole which had been completely demolished was not yet repaired by February 1949. The breakwater which protects the harbor from rough seas was still under repair. The harbor has two entrances west and east of this breakwater. One part of the 300 meter quay is formed by a wooden pier which is 150 meters long and projects northward into the harbor. (1) The harbor basin was used by Soviet warships. Numerous large minesweepers and motor minesweepers were berthed there together with submarine tender Bogdan and other auxiliary vessels. The harbor was so shallow that the cruiser Makarov, formerly the Huernberg, could not put in and had to moor in the roads.
3. A building, 100 meters long, was under construction along the southern quay. It was a three-story building and was roughly finished in early 1949. The building was being equipped at that time. Four or five cranes traveling on rails were available in front of this building on the concrete quay. The building was to become the naval arsenal for warships stationed in Tallinn. All harbor installations were under the control of the Soviet Navy. Several four-story buildings, each about 70 meters long, were 200 meters south of the railroad embankment near the main road and served as headquarters for the Baltic fleet. Close to them was a radio station with eight masts, each about 25 meters high. On top of one of these buildings was a tower, 8 meters high, which served as a visual signal station. (2)
4. The Morskoi Zavod Shipyard is close to the eastside of the naval harbor and extends over 600 meters along the water. Its southern part is crossed by the Tallinn Kopli railroad line on a high embankment under which the main road of the shipyard passes. New workshops are south of this railroad embankment adjoining the navy buildings mentioned in paragraph 6.
5. The previous designation of the shipyard was the Peter Shipyard or Tallinn Meretehas. The yard was taken over by the Russians and made state property. Lost or

CLASSIFICATION CONFIDENTIAL										
STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	X	NSRB			DISTRIBUTION		
ARMY	<input checked="" type="checkbox"/>	X	AIR	<input checked="" type="checkbox"/>	X	FBI				

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1A

the war damage, which in places was rather serious, was repaired during the period from 1945 to 1947. No expansion work was observed prior to February 1949. The shipyard is under the authority of the Baltic Fleet with a Soviet naval captain serving as manager of the yard and Soviet Navy officers heading its sections. Estonian master mechanics were replaced in degrees by Russians. Dalsch (fnu), an Estonian naval architect, was managing engineer in the yard in January 1949. Grad Eng Klinov (fnu), holder of the Stalin Prize for 1945, had charge of the design office in June 1948.

6. The shipyard is a repair installation and has no slips. For docking operations, ships were hauled to the floating docks of the Judo Remont yard which were moored beside the island in the New Harbor. The Korskoi Zavod shipyard had a slip installation of three slipways about 120 meters apart which projected into the water on an inclined plane, 100 meters long. Vessels were hauled up by a marine railway. A total of 30 to 40 motor minesweepers or PT boats could be put ashore. Three cranes were in this installation. (3) Three or four 3 ton traveling cranes were on the quay. Two 70 ton floating docks were available for work in the naval harbor and the shipyard.
7. The shipyard had a three-story workshop building about 100x20 meters near the slip. The ground floor accommodated a locksmith's shop with several welding apparatus and boring machines, the pipe making shop, and the compressor plant. In the second story was the joinery. A workshop building, about 130x50 meters, south of the slip and partly three-storied, was repaired between 1945 and 1947. This building, although often called the boiler shop, was a shipbuilding workshop complete with machinery and a shipbuilding forge and foundry with a cupola. A three-story workshop building, called the old locksmith's shop, was repaired between 1945 and 1947, and accommodated the turnery with about 40 machine tools in the floor, and the mechanical workshop in the second story. A storehouse, where ship propellers and shipbuilding materiel were kept, adjoined this building. South of the railroad embankment was a workshop building, about 120x25x12 meters. It was completely destroyed but was recreated and put in operation in May 1948. It was designated as new mechanical workshop or turnery and was equipped with about 30 modern machine tools, most of them German made, and an American lathe with a distance between centers of 3 meters. This building was connected with an adjoining building by a roofed passage. In the ground floor of this latter building was the Diesel engine shop with a test stand. It was equipped with modern machine tools, mostly of German origin. In the second story was the electric workshop. Other buildings included administration buildings, paint shops, storehouses and similar structures.
8. Current was supplied partly by the Tallinn power station and partly by a LEM Diesel generator set which was installed in the boiler house. A Swedish turbine was available but not in operation prior to February 1949, because of a lack of steam.
9. All important buildings of the shipyard had spur tracks. The roads of the shipyard were either paved or asphalted. In February 1949 the labor force numbered about 800 civilians including 60 percent Russians, 30 percent Estonians, and 10 percent Latvians. Some of them were drafted. Between 250 and 300 German PTs and the crews of warships in the shipyard also worked there. Work was generally done in one shift with the exception of the turnery and the milling shop which worked in two shifts.

CONFIDENTIAL

-2-

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1A

10. Repairs were done to hulls and engine plants of every description especially on large minesweepers, motor minesweepers and PT boats. Diesel engine repairs prevailed. Also repaired were Voith-Schneider propellers on motor minesweepers.
11. The shipbuilding workshop made so-called floating cisterns, which were welded round bodies, 10 to 15 meters long, with tow eyes at their conically tapering ends. Their underwater part was fitted with a permanently fixed keel, their top with a filling device, their sides with rubbing strakes. After completion they were placed on the water by a crane and towed seaward to an undetermined destination. Estonian workmen said that they were fuel containers. About 15 of them were completed and another 10 were under construction by February 1949. (4)
12. Iron trellis-like lighthouses, about 20 meters high, were built in the same workshop. Eight to ten of them were ready by February 1949; others were under construction. Finished lighthouses were shipped by rail to an undetermined destination. Bearings and replacement parts for American Diesel-engines which were no longer supplied from the U.S.A. were mass produced in the turnery. Since this workshop was overloaded, repairs had to be transferred to the Sudo Renont Shipyard.
13. The landward side of the shipyard was surrounded by a high wooden fence. Guard-duty at the gates was performed by members of the plant police or navy men who also guarded individual workshops. (5)

Comments.

- (1) According to other information, the sand bank in the harbor which was only 1 meter deep was removed by dredges. The quayside berths beside the western mole seemed still unserviceable in February 1949.
- (2) The erection of the arsenal building, as well as the various headquarters buildings with radio and signal station tend to indicate that Tallinn will be expanded as a naval base.
- (3) In addition to repair work the marine installation seems to be used mainly for wintering wooden vessels.
- (4) The construction of these fuel containers was mentioned in other reports. They will probably supply the Diesel oil supply and Diesel oil stocks of the Baltic islands of Oesel, Dagoe, etc.
- (5) The Morskoi Zavod shipyard is a naval base for repair work. Being located in close proximity of the naval harbor, it is particularly suited for this kind of work. Lack of space, however, makes it impossible to expand the shipyard for maintenance and repair work on large ships.

Appendix Sketch of Naval Harbor and Shipyard with Legend.

CONFIDENTIAL

-3-

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1A Attachment Legend:

- 1 Naval harbor
- 2 Northwestern mole not yet repaired
- 3 Breakwater not yet repaired
- 4 Naval arsenal
- 5 Wooden wharf
- 6 Administration building
- 7 Old turnery and locksmith's shop
- 8 Shipbuilding workshop, joinery upstairs
- 9 Shipbuilding workshop including forge and small foundry
- 10 Store house
- 11 Marine railway for wintering small vessels and repair work
- 12 Quay
- 13 Mechanical workshop reconstructed after the war
- 14 Diesel engine workshop, electric workshop upstairs
- 15 Passage on second story
- 16 Naval headquarters buildings
- 17 Signal station
- 18 Cemetery
- 19 Building, purpose undetermined
- 20 Reconstructed mole
- 21 SDC road from Tallinn to Peninsula Kori
- 22 Multi-track railroad line on railroad embankment across shipyard area.

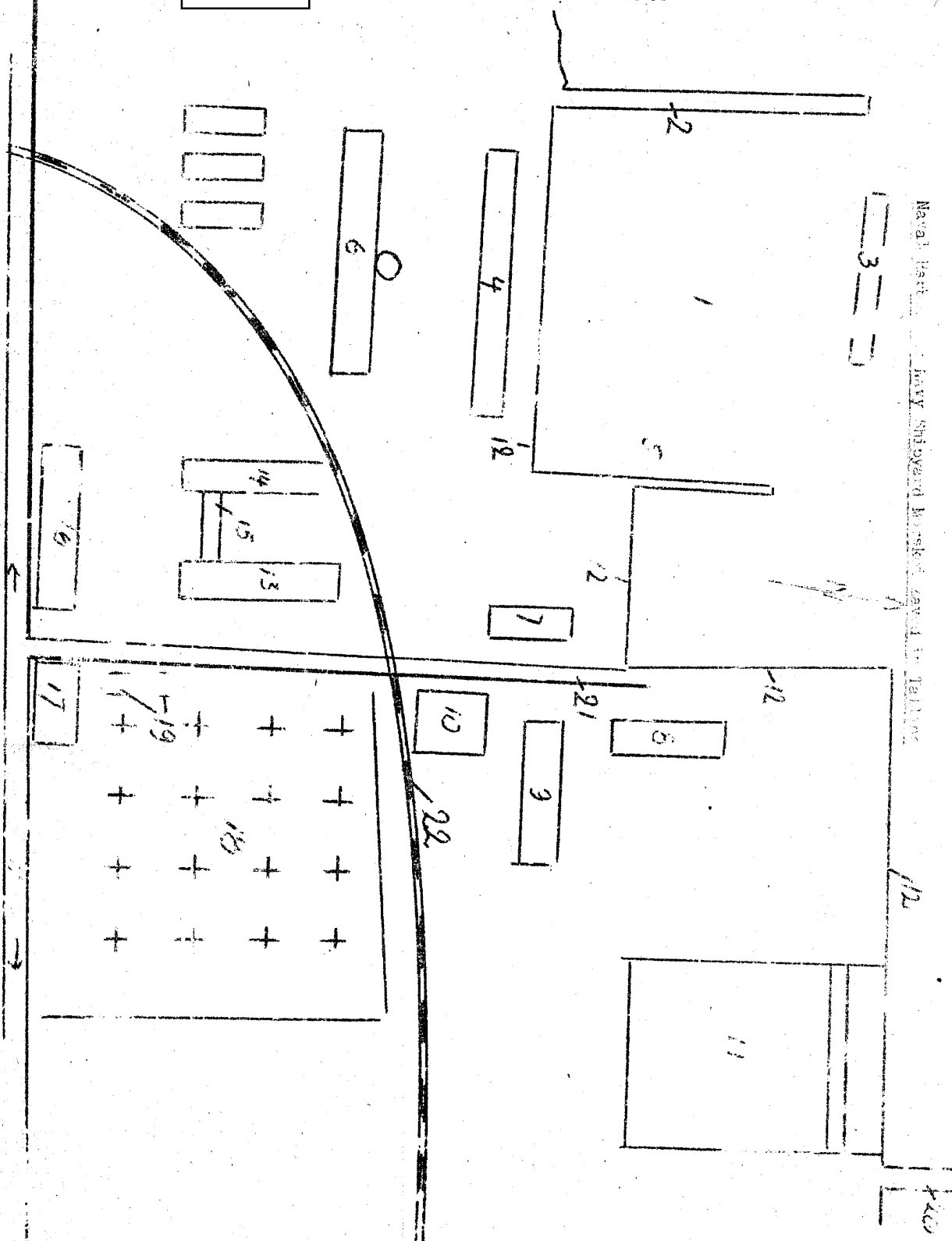
CONFIDENTIAL

CONFIDENTIAL

25X1A

Attachment:

CENTRAL INTELLIGENCE AGENCY



CONFIDENTIAL